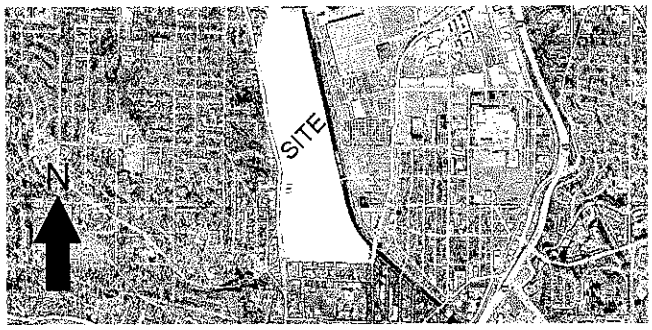
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT

City of Renton

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE:	November 19, 2012		
Project Name:	Taxiway B Rehabilitation Project		
Project Number:	LUA12-052, ECF, SP		
Project Manager:	Vanessa Dolbee, Senior Planner		
Owner/Applicant:	Renton Municipal Airport, 616 West Perimeter Road, Unit A, Renton, WA 98057		
Contact:	Wendell Johnson, Reid Middleton, 728 134th Street, Suite 200		
Project Location:	616 West Perimeter Road		
Project Summary:	The applicant is requesting SEPA Environmental Review and Shoreline Exemption for a rehabilitation of 341,065 square feet of Taxiway B, located at the Renton Municipal Airport, 616 West Perimeter Road; zoned Industrial Medium (IM) and located in the High Intensity Shoreline Overlay. The rehabilitation project is divided into two phases; Phase 1 consists of rehabilitation of the north portion of Taxiway B which is exempt from a Special Grade and Fill Permit. Pursuant to RMC 4-9-080C.6. Phase 2 would rehabilitate the south end of Taxiway B and is required to obtain a Special Grade and Fill Permit, which is included in the application. Both Phase 1 and 2 would include new storm drainage, pavement, striping, directional safety signage and taxiway edge lighting. Phase 2 would also include a replacement of a water main. Both a Geotechnical Report and a Stormwater Report were submitted with the application.		
Exist. Bldg. Area SF:	341,989 SF	*Proposed New Bldg. Area (footprint):* *Proposed New Bldg. Area (gross):*	None None
Site Area:	167.38 acres, site area 341,065 SF (7.84 acres) area of project	*Total Building Area GSF:*	341,989 SF
STAFF RECOMMENDATION:	**Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).**		



Project Location Map

PART ONE: PROJECT DESCRIPTION / BACKGROUND

The applicant is requesting SEPA Environmental Review and Shoreline Exemption for a rehabilitation of 341,065 square feet of Taxiway B, located at the Renton Municipal Airport, 616 West Perimeter Road; zoned Industrial Medium (IM) and located in the Shoreline High Intensity Shoreline Overlay.

The proposed project would be located at the Renton Municipal Airport at one of the two parallel taxiways serving the airport main runway. No work would occur outside the Airport site. Under current conditions the Airport is developed with a number of existing buildings, hangars, an air traffic control tower, office and fixed based operations and other airport related uses. The proposed project would not result in changes to any of the existing structures. The site is bordered by Lake Washington to the North, the Cedar River to the east, Commercial Arterial (CA) zoned property to the south and primarily CA zoned property to the west across Rainer Avenue N.

The overall project consists of four parts, taxiway rehabilitation/reconstruction, storm drain lines and hydrant water lines rehabilitation, taxiway designation system modifications, and taxiway edge lighting modification. Each part of the project is described in more detail in the table below.

Taxiway Rehabilitation/Reconstruction	Rehabilitation of the existing east side taxiway system pavements, including the taxiway connections to the runway from taxiway 'N' at the north and to the south connection at Runway 34. It is anticipated that the pavement rehabilitation/reconstruction could employ various partial depth or full depth reconstruction methods including hot mix asphalt section reconstruction, reconstruction utilizing Portland Cement Concrete, and milling of the existing asphalt pavement surface followed by re-paving of new asphalt surface.
Storm Drain Lines and Hydrant Water Line Rehabilitation	This would include replacing several failing concrete storm drain lines with ductile iron that cross Taxiway B and K. A portion of an existing water line in the vicinity of the south end of the project sit would be evaluated for likely replacement as part of Phase 2. Surface grades and associated drainage efficiency within turf infield areas between Taxiway B and Runway 34 will be evaluated. These areas may require regarding to alleviate existing stormwater ponding issues. New drainage structures would be constructed to facilitate capture of stormwater from re-contoured pavement and turf areas.
Taxiway Designation System Modficaitons	A new taxiway designation system would be developed and the existing airfield signage system would be modified as necessary to reflect the new designations. The existing designations that include designators such as G, H, N, etc., are proposed to be changed to A1, A2, B1, B2 etc. This change would result in a need for new signage, including sign hardware and concrete foundations.
Taxiway Edge Ligthing Modfiications	Taxiway edge lighting is proposed to be adjusted or replaced as necessary to be compatible with new pavement surfaces that result form the taxiway rehabilitation /reconstruction.

The rehabilitation project is divided into two phases; Phase 1 consists of rehabilitation of the north portion of Taxiway B which is exempt from a Special Grade and Fill Permit. Pursuant to RMC 4-9-080C.6. Phase 2 would rehabilitate the south end of Taxiway B and is required to obtain a Special Grade and Fill Permit, which is included in the application. Both Phase 1 and 2 would include new storm drainage, pavement, striping, directional safety signage and taxiway edge lighting. Phase 2 would also include a replacement of a water main. Both Phase 1 and 2 would require a Shoreline Exemption as both are located within 200 feet of the Ordinary High Water Mark (OHWM) of the Cedar River. The closest point of work is 64 feet from the flood wall which is estimated to be the approximate location of the OHWM. Phase 1 is anticipated to begin construction during the spring and early summer of 2013 and Phase 2 is scheduled to be started in late summer and early fall of 2012 pending Federal Aviation Administration (FAA) funding constraints.

Approximately 2,250 cubic yards of gravel, import borrow material, topsoil and new asphalt would be required to bring the renovated taxiway to design grade for Phase 1 and 6,700 cubic yards would be required to be imported for Phase 2. Both phase 1 and 2 are anticipated to increase existing impervious surface. Phase 1 would increase impervious surface by one half percent over the existing 104,110 square feet and phase 2 would increase impervious surface by eight-tenths of one percent over the existing 234,700 square feet of existing impervious surface area.

PART TWO: ENVIRONMENTAL REVIEW

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

A. Environmental Threshold Recommendation

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

Issue a DNS-M with a 14-day Appeal Period.

B. Mitigation Measures

1. The applicant shall comply with the recommendations included in the Geotechnical Engineering Report and the Technical Memorandum prepared by HWA GeoSciences Inc., dated October 17, 2012 and April 27, 2012 respectively.
2. If any Native American grave(s) or archaeological/cultural resources (Indian artifacts) are found, all construction activity shall stop and the owner/developer shall immediately notify the City of Renton Planning Division, concerned Tribes' cultural committees, and the Washington State Department of Archeological and Historic Preservation.

C. Exhibits

Exhibit 1	Neighborhood Detail Map
Exhibit 2	Project Site Plan – sheet G1.2
Exhibit 3	Project Site Plan – Sheet G1.3
Exhibit 4	Project Site Plan – Sheet G1.4
Exhibit 5	Utility Plan, Generalized

D. Environmental Impacts

The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:

1. Earth

Impacts: The applicant submitted a Draft Geotechnical Engineering Report and a Technical Memorandum for the Section Improvements both prepared by HWA GeoSciences Inc., dated July 28, 2011 and October 17, 2012 respectively.

Based on the provided Geotechnical Report Taxiway B is approximately 3,300 feet long, and 25 – 50 feet wide, and consists of asphaltic concrete pavement in the general aviation area and Portland Cerement concrete panels overlain by asphaltic concrete in the area trafficked by large commercial aircraft. The ground surface in the vicinity of this project is predominantly flat.

HWA conducted subsurface investigation by means of three test pits and twenty pavement cores ranging in depths from 3.5 to 4 feet, in addition to hand boring. In addition to the test pits and pavement cores HWA conducted Dynamic Cone Penetration (DCP) testing to check relative soil density/strength conditions. The data obtained from the DCP test is then correlated to approximate California Bearing Ratio (CBR) values, in order to evaluate the strength of the subgrade soils.

The provided Geotechnical Report identified that the native soils consists predominately of soft to medium stiff organic or sandy silts within the northern and central portions of the project alignment. These subgrade soils are weak exhibiting in-place CBR values ranging from 1 to 5 percent and averaging about 3 percent. Furthermore, the report identified that within the southernmost portion of the project alignment, in the infield cut-out area (Core-10) and at the southern end of Taxiway B (Core -11) the pavement is underlain by granular fill and sandy alluvial soils. The subgrades at this location appear to be moderately strong exhibiting estimated in-place CBR values ranging from 19 to 40 percent. Additionally the report addressed soil conditions along the main portion of the southern taxiway connector and identified the pavement is underlain by loose to medium stiff, silty sand to sandy silt alluvial soils and at other locations the pavement is underlain by relatively thick sections of strong granular fill and native materials exhibiting estimated in-place CBR values ranging from 50 to 100 percent.

The provided Geotechnical Report evaluated the local water table and concludes that seasonally perched ground water would be encountered at depths ranging from 2.2 to 5.4 feet below the existing ground surface. The report concludes that the ground water level in the area is high and would be especially high during the wet weather season. The report further concludes that the presence of a high ground water table further decreases the already low infiltration potential of the subgrade soils. Following this conclusion, the report provides recommendations on drainage below the pavement and along the edge of the taxiways. Due to the potential for premature pavement distress and frost-heaves effects as a result of ground water staff recommends as a mitigation measure that the applicant comply with the recommendation included in the Geotechnical Report.

The provided Technical Memorandum was prepared to provide a concise summary of the pavement and sub-surface conditions observed within the North section of Taxiway B and provide generalized recommendations for treatment of sub soils that can be incorporated into remedial

design. This Memorandum is based off the information included in the Geotechnical Report referenced above. The Technical Memorandum states that the existing pavement surface within the apron area is in poor to fair condition. In general, the type of distress exhibited by the pavement surface in these areas indicate that drainage is inadequate and a pavement section comprised of 2 to 4.5 inches of Hot Mix Asphalt (HMA) over 0 to 6 inches of base course is too thin to support current applied loads. Based on this conclusion the Technical Memorandum provides recommendations on subgrade preparation including granular subgrade and silt subgrade, cement treatment, geogrid reinforcement, and underdrains. As such, staff recommends as a mitigation measure that the applicant comply with the recommendations included in the Technical Memorandum.

Mitigation Measures: The applicant shall comply with the recommendations included in the Geotechnical Engineering Report and the Technical Memorandum prepared by HWA GeoSciences Inc., dated October 17, 2012 and April 27, 2012 respectively.

Nexus: SEPA Environmental Review, RMC 4-3-050 Critical Areas Regulations, RMC 4-4-060 Grading, Excavation and Mining Regulations.

2. Water

a. Wetland, Streams, Lakes

Impacts: The subject site is located within 200 feet of the Ordinary High Water Mark (OHWM) of the Cedar River and therefore is located in the Shoreline High Intensity Overlay. The closest point of work is 64 feet from the flood wall which is estimated to be the approximate location of the OHWM. Approximately 430 feet of the north end of Taxiway B lies within the 200 foot Shoreline Jurisdiction. The subject project has been identified as an essential public facility pursuant to the Administrator of the Department of Community and Economic Development. Therefore, the project would be exempt from Buffers and Setbacks pursuant to RMC 3-4-090D.7.d.vi. However the project has designed and constructed the development to meet the specified dimensional standards to the maximum extent feasible.

Mitigation Measures: No further mitigation required

Nexus: N/A

b. Storm Water

Impacts: The applicant submitted a Technical Information Report (TIR) for both Phase 1 and Phase 2 prepared by Reid Middleton, dated October 2012 with the application. Based on the provided TIR the site is located in the Lower Cedar River Basin and Cedar Outfall Subbasin. The TIR describes existing stormwater conditions of the project, which identify that the taxiway and runway slope inward toward the grass infield area where surface water is directed, through depressions or swales towards catch basins near the western side of Taxiway B. The flow is then collected in the catch basins, diverted through a series of pipes and catch basins, and then discharged through outfalls along the western side of the Cedar River.

The applicant has proposed to upgrade the existing surface water drainage facilities with a combination of wet biofiltration swales, filter strips, catch basins, DIP, and high-density polyethylene (HDPE) pipe. The provided TIR has indicated that along the eastern side of the taxiway crown, surface water would typically be collected and conveyed through catch basins and sent to the western side of the taxiway, within the grass infield area. These concentrated flows would be discharged into a flow splitter device for water quality measures. Water quality for the

concentrated flows would be conveyed through a wet biofiltration swale. The TIR identifies that the swale would be designed to meet the King County Service Water Design Manual (KCSWDM) basic treatment criterion of removing 80 percent of the total suspended solids. After leaving the biofiltration swale the stormwater is proposed to be collected in a catch basin and diverted toward the east through a series of surface water facilities and finally discharge to the Cedar River. The TIR describes the stormwater proposal for the western side of the taxiway crown as all nonconcentrated flows which would be treated by filter strips, which would then be conveyed to catch basins where the water would combine with the treated flow from the wet biofiltattion swale. Overall the project would not change the stormwater discharge locations as it currently exists today.

Section 2 of the TIR identifies that the project would use Best Management Practices (BMPs) for flow control and would install such measure in accordance with the requirements of the KCSWDM. Furthermore a Stormwater Pollution Prevention Plan (SWPPP) for the construction activities would be developed as a part of the overall project.

Mitigation Measures: No further mitigation required

Nexus: N/A

3. Historic and Cultural Preservation

Impacts: The subject site is located in an area of known Cultural Resources. The Black River once flowed near the subject site connecting to the White River. Developments within the vicinity of the old Black River channel are more likely to be sites where significant historic and/or cultural resources would be found, and the subject development has indicated that site grading would be conducted. Therefore, staff recommends a mitigation measure that requires the applicant and/or developer to stop work and immediately notify the City of Renton Planning Division, concerned Tribes' cultural committees, and the Washington State Department of Archeological and Historic Preservation if any Native American grave(s) or archaeological/cultural resources (Indian artifacts) are found.

Mitigation Measures: If any Native American grave(s) or archaeological/cultural resources (Indian artifacts) are found, all construction activity shall stop and the owner/developer shall immediately notify the City of Renton Planning Division, concerned Tribes' cultural committees, and the Washington State Department of Archeological and Historic Preservation.

Nexus: SEPA Environmental Regulations

E. Comments of Reviewing Departments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

- ✓ **Copies of all Review Comments are contained in the Official File and may be attached to this report.**

The Environmental Determination decision will become final if the decision is not appealed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680).

Environmental Determination Appeal Process: Appeals of the environmental determination must be filed in writing together with the required fee to: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057, on or before 5:00 p.m. on December 14, 2012. RMC 4-8-110 governs appeals to the Hearing Examiner and additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall – 7th Floor, (425) 430-6510.

ADVISORY NOTES TO APPLICANT

The following notes are supplemental information provided in conjunction with the administrative land use action. *Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.*

Planning:

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.
2. Commercial, multi-family, new single family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.
4. A National Permit Discharge Elimination System (NPDES) permit is required when more than one acre is being cleared.

Plan Review – Water:

1. As part of Phase 2 the project proposes to replace a portion of the existing water line along the east side of the runway. The new water line shall be connected to an existing city water main located at the southeast corner of the site. The size of the new line shall be 12-inch minimum and the new flush-type hydrants shall be connected to this new line.
2. The new line cannot be connected to the existing line within the airport that is fed by the Boeing private fire system. The airport property is within the city's water service area and as such, any new water main extension, including hydrants, should be connected to the city's water system as required by City Code for all development/redevelopment projects within the City's water service area.
3. The new watermain needs to be shown on the proposed conceptual utility plan.

Plan Review - Sanitary Sewer:

1. Project as submitted does not trigger any sanitary sewer improvements.

Plan Review - Street Improvements:

1. Additional street improvements will not be required.
2. Traffic Mitigation fees do not apply.

Plan Review - Storm Drainage:

1. A conceptual drainage plan and report was submitted with the formal application for Phase I only. The report states that the project will comply with the City of Renton Amendments to the 2009 King County Surface Water Design at the time of development.
   A drainage plan and drainage report will be required with the site plan application. The report shall comply with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapter 1 and 2.
2. A geotechnical report for the site is required. Information on the water table and soil permeability, with recommendations from the geotechnical engineer for appropriate flow control BMP options with typical designs for the site, shall be submitted with the application.

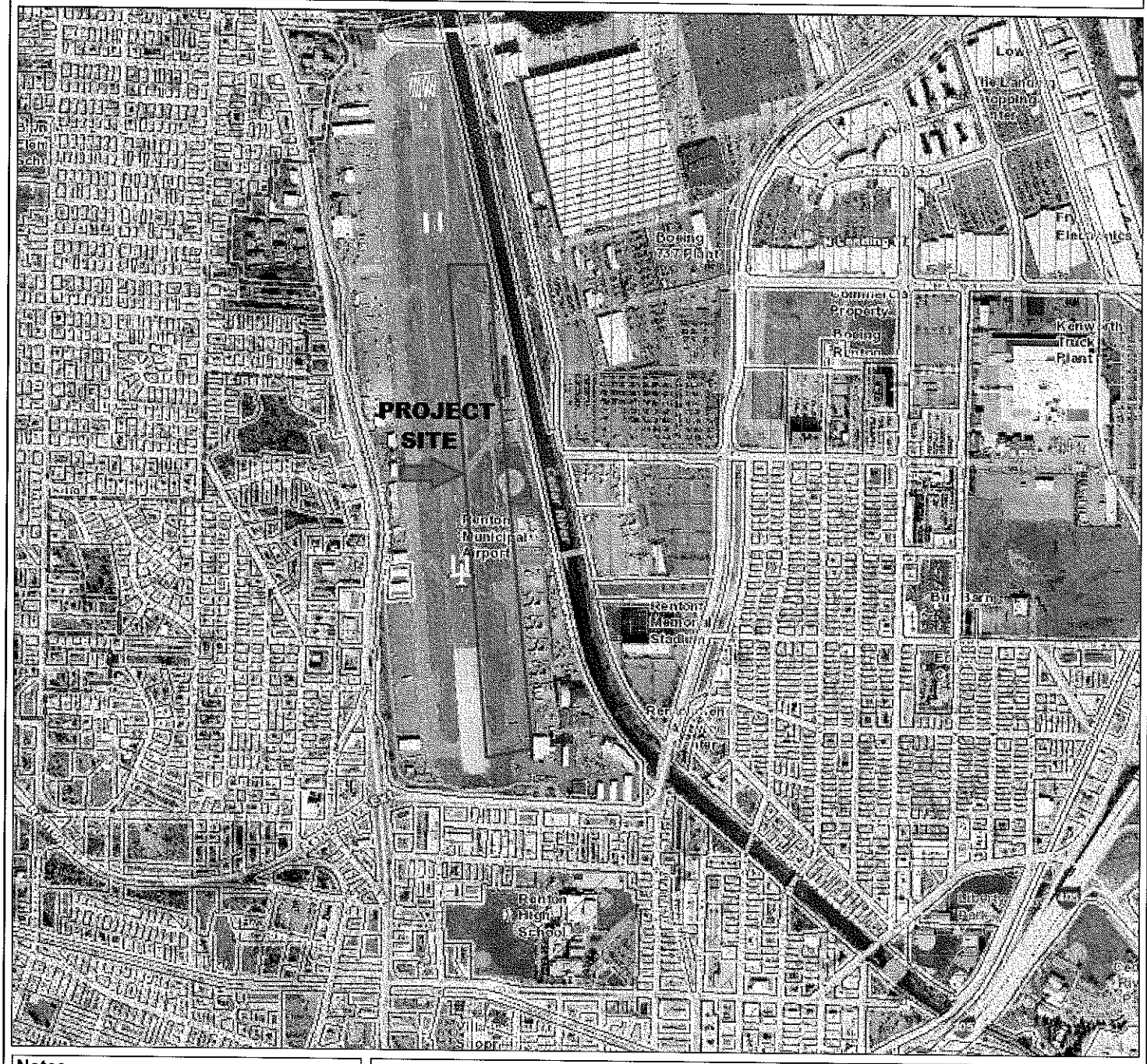
Plan Review – General:

1. Any fill will be required to submit a "Fill Source Statement".
2. All required utility, drainage, and street improvements will require separate plan submittals, prepared according to City of Renton drafting standards, by a licensed Civil Engineer.
3. All plans shall be tied to a minimum of two of the City of Renton Horizontal and Vertical Control Network.
4. Permit application must include an itemized cost estimate for these improvements. Half of the fee must be paid upon application for building and construction permits, and the remainder when the permits are issued. There may be additional fees for water service related expenses. See Drafting Standards.

Fire and Emergency Services:

1. Separate plans, permits, reviews for watermain replacement and any fuel tanks associated with the generator installation would be required.

Neighborhood Detail Map



Notes
None

1: 12,587

1,049 0 524 1,049 Feet

NAD_1983_HARN_StatePlane_Washington_North_FIPS_4601

Legend

Jurisdiction Boundaries
- Other
- City of Renton

Parcels

Overlay Districts
- Auto Mall A
- Auto Mall B
- Employment Area Valley
- City Center Sign Regulation Area
- Urban Design District A

EXHIBIT 1

City of Renton
Finance & IT Division

Information Technology - GIS
RentonMapSupport@Rentonwa.gov
11/9/2012

NOTES:

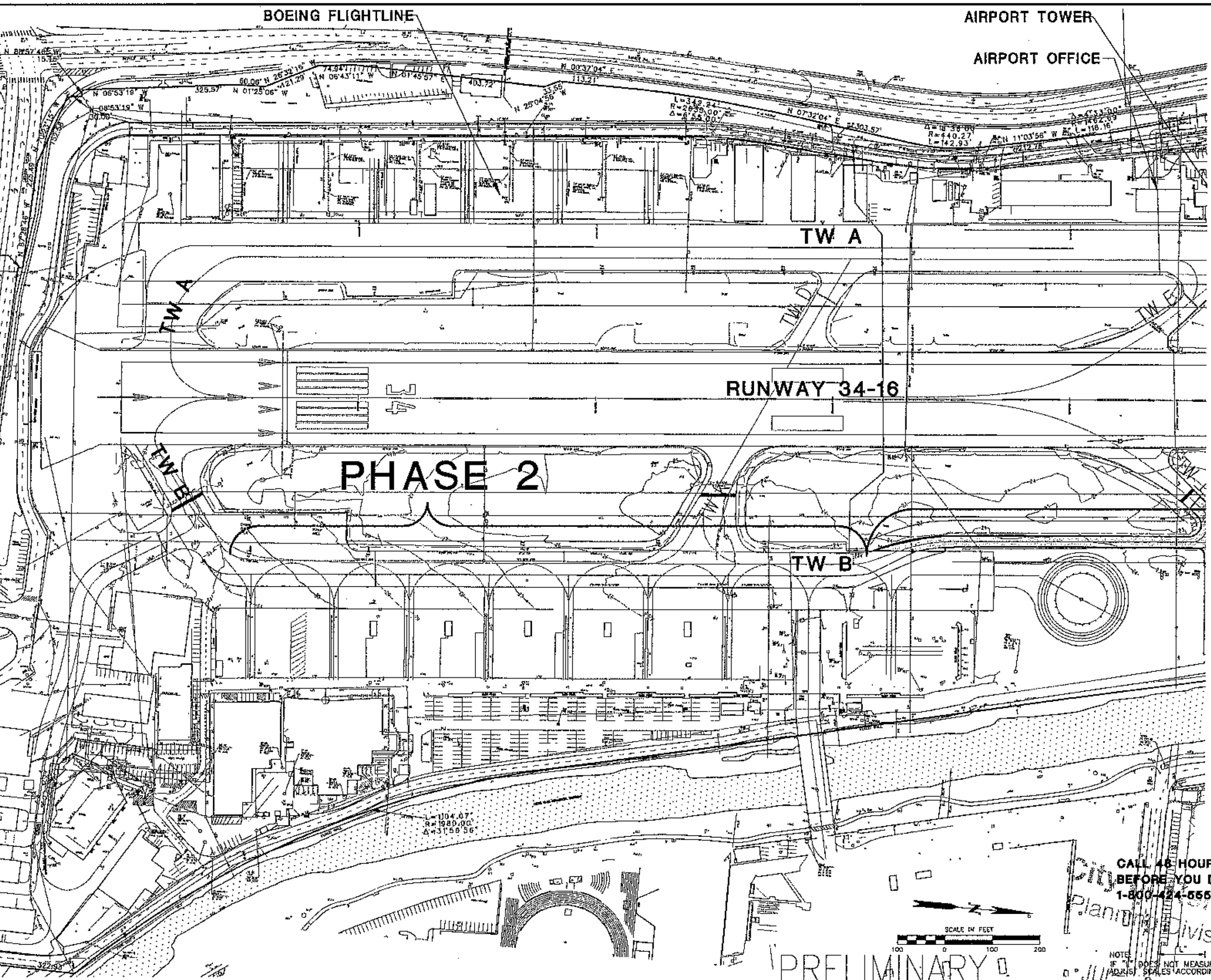
1. THIS IS NOT A SURVEY MAP. THIS MAP IS A COMPOSITE OF PARTS FROM VARIOUS SOURCES. REID MIDDLETON DOES NOT WARRANT THIS MAP'S COMPLETENESS OR ACCURACY. BOUNDARY LINES SHOWN ARE FROM W&H PACIFIC SURVEY REC. NO. 20000314900001.

2. AREA OF ENTIRE PROPERTY: 7,374,863 S.F. (169.30 AC.)

3. AREA OF WORK IN SQUARE FEET:
PHASE 1 – APPROX. 104,700 S.F.
PHASE 2 – APPROX. 236,645 S.F. (BOTH TOTAL FINAL TAXIWAY SURFACE).

4. TONS AND CUBIC YARDS OF SOIL TO BE ADDED, REMOVED, OR RELOCATED:
PHASE 1 – APPROX. 4050 TONS OR 2250 C.Y.
PHASE 2 – APPROX. 12,060 TONS OR 6700 C.Y.
(ALL FIGURES INCLUDE A COMBINATION OF BORROW MATERIAL, GRAVEL, AND ASPHALT).

5. TYPE AND LOCATION OF FILL ORIGIN, AND DESTINATION OF ANY SOIL TO BE REMOVED FROM SITE: TO BE DETERMINED AFTER SELECTION OF SUCCESSFULL BIDDER.



ReidMiddleton
728 134th Street SW · Suite 200
Everett, Washington 98204
Ph 425 741-3800

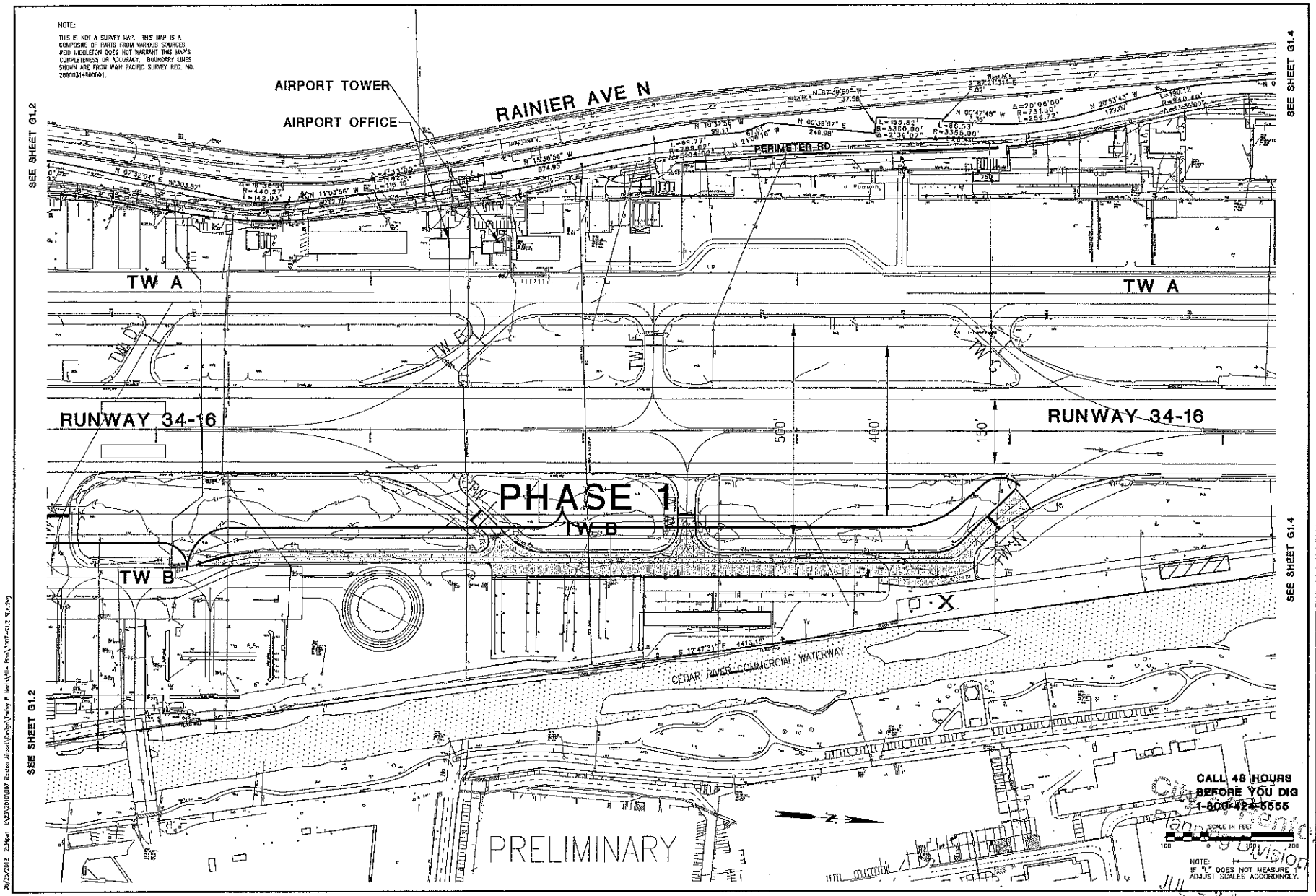
CITY OF RENTON – RENTON MUNICIPAL AIRPORT
NORTH TAXIWAY B REHAB
PROJECT SITE PLAN

SCALE: AS NOTED
DES: WB
DR: GM
CHK: RH
SHEET NO. G1.2
DATE: MAY 10, 2012
FILE NO. 23-2010-007

REVISION

06/25/2012 2:54pm I:\23\2010\007 Renton Airport\Design\Twy B North\Site Plan\007-G1.2 Site.dwg

EXHIBIT 2



CITY OF RENTON - RENTON MUNICIPAL AIRPORT
NORTH TAXIWAY B REHAB
PROJECT SITE PLAN

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Everett, Washington 98204
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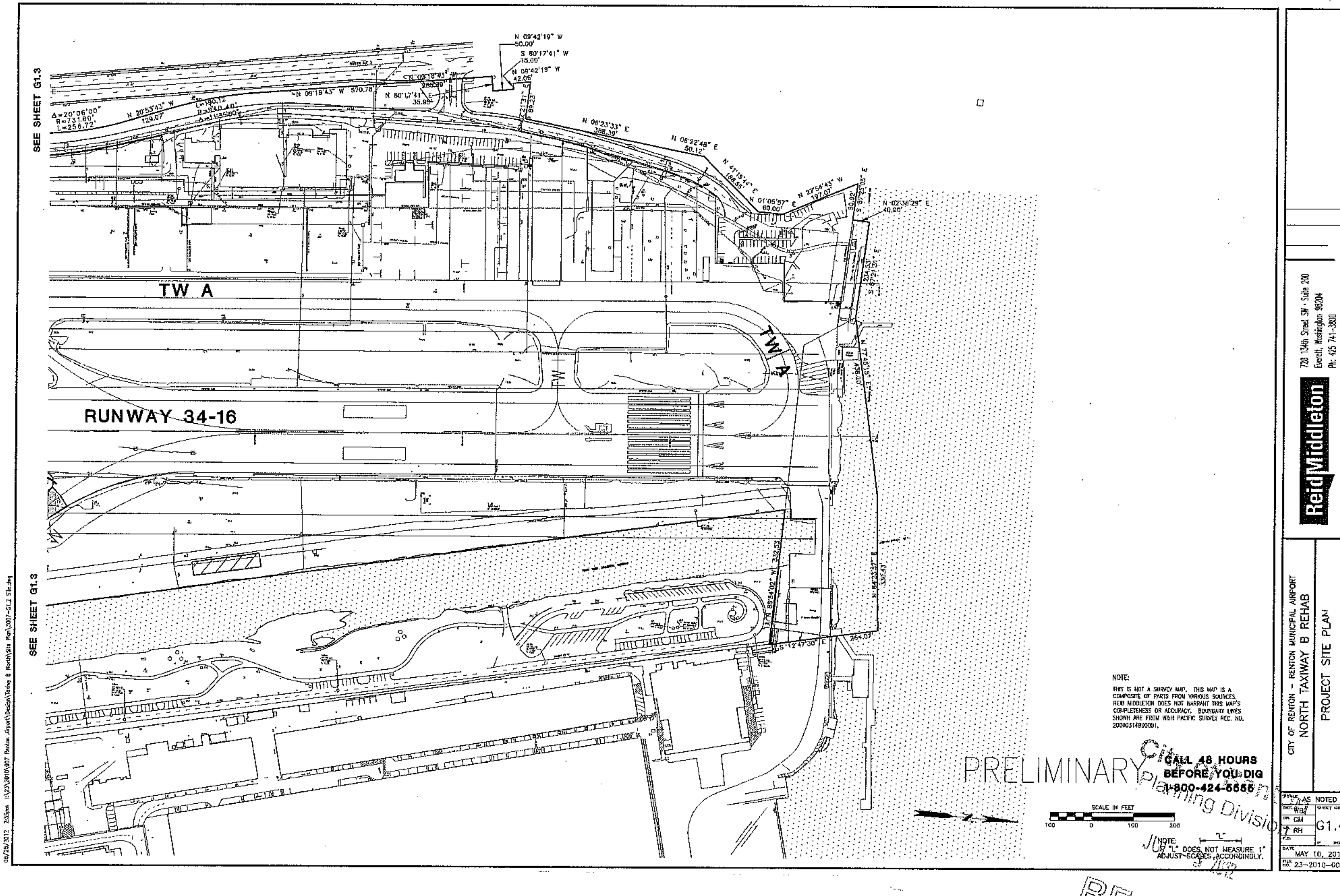
REVISION

SCALE AS NOTED
DES. WB
DRN. GM
CHK. RH
SHEET NO. G1.3
OF SHEETS
DATE MAY 10, 2012
JOB NO. 23-2010-007

RECEIVED
JUL 3 2012
City of Renton
Land Use Division

EXHIBIT 3



SEE SHEET G1.3
SEE SHEET G1.3
TW A
RUNWAY 34-16
NOTE:
THIS IS NOT A SURVEY MAP. THIS MAP IS A COMPOSITE OF PARTS FROM VARIOUS SOURCES. REID MIDDLETON DOES NOT WARRANT THIS MAP'S COMPLETENESS OR ACCURACY. BOUNDARY LINES SHOWN ARE FROM W&H PACIFIC SURVEY REC. NO. 20000314900001.
CALL 48 HOURS BEFORE YOU DIG 1-800-424-5555
PRELIMINARY
SCALE IN FEET
NOTE: IF "L" DOES NOT MEASURE 1" ADJUST SCALES ACCORDINGLY.
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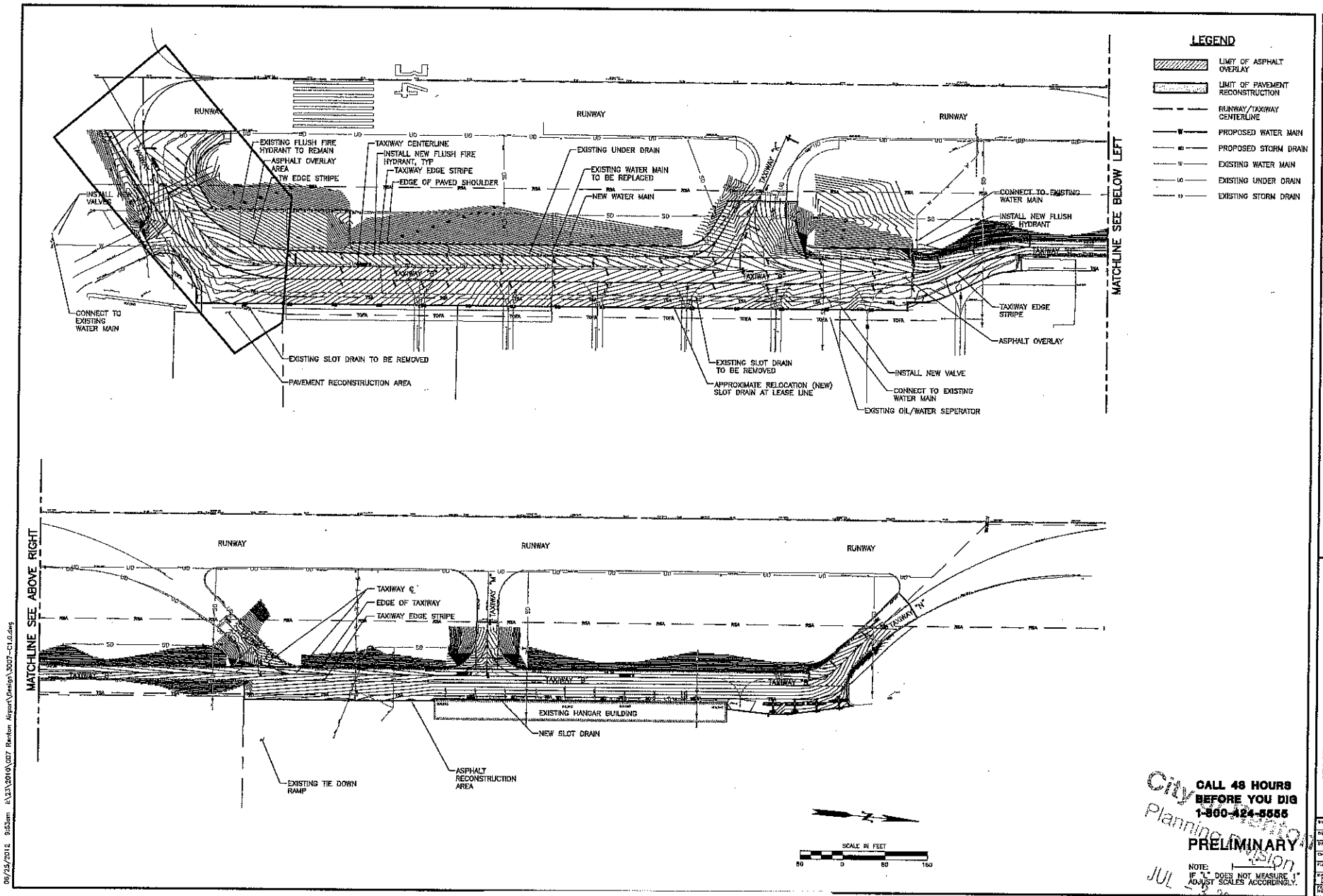
Everett, Washington 98204
Ph: 425 741-3800
CITY OF RENTON - RENTON MUNICIPAL AIRPORT
NORTH TAXIWAY B REHAB
PROJECT SITE PLAN
AS NOTED
G1.4
MAY 10, 2012
23-2010-007
REVISION

EXHIBIT 4



CALL 48 HOURS BEFORE YOU DIG 1-800-424-5555

PRELIMINARY

NOTE: IF "L" DOES NOT MEASURE 1" ADJUST SCALES ACCORDINGLY.

City of Renton Planning Division JUL 13 2012 RECEIVED

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728 134th Street SW Suite 200
Everett, Washington 98204
Ph: 425 741-3800

CITY OF RENTON - RENTON MUNICIPAL AIRPORT
TAXIWAY B SYSTEM REHABILITATION
UTILITIES PLAN, GENERAL

SCALE: AS NOTED
DES. WB
DR. CM
CH. WJ
P.M.
DATE: DECEMBER 2011
No. 23-2010-007
SHEET NO. C1.0

06/25/2012 9:53am H:\23\2010\007 Renton Airport\Design\3007-C1.0.dwg

EXHIBIT 5